

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

Undersigned have received instructions to sell by Public Auction,

ON
WEDNESDAY, March 2, 1921,
at their Sales Rooms, Duddell Street,
commencing at 2.30 p.m.A Quantity of
Valuable Household Furniture,
comprising:—Blackwood chairs, flower stands,
stools & table, Chesterfield couch, easy
chairs, oak overmantels, oak desks
& bookcases, pictures, carpet, rugs,
etc., etc.Teak dining tables & chairs, teak
sideboards, dinner waggon, ice chest,
cutlery, electro-plated & glassware,
etc., etc.Also
1 Indian Motor Cycle with side car,
2 Grand Pianos.On view from Tuesday, the 22nd
instant.

Catalogues will be issued.

Terms:—Cash on delivery.

LAMMERT BROS.,
22nd Street.

Hongkong, February 16, 1921.

FOR SALE.

ONE HORNSBY-ACKROYD OIL
ENGINE—31 Horse Power, Fuel
Kerosene. Complete with cooling apparatus
in good condition. May be viewed by
applicants at Gun Club Hill Barracks,
and can apply to the undersigned.

LAMMERT BROS.

FOR SALE.

MILNER'S SAFES

Apply to
LAMMERT BROS.,
Duddell Street.Why Suffer
Pain?SLOAN'S Liniment will
soothe and give you instant
relief. For 40 years
it has been fulfilling this
mission and will not fail you.
People of all nations are testifying
and proclaiming it to be the
greatest remedy.
Let it help drive away your rheu-
matism, head, your sore back, your
third molar and all joint
It works like magic and penetrates
right to the seat of trouble.
Give it a trial and keep it handy.
For sale at all druggists and dealers.SLOAN'S
LINIMENT

SOLE AGENTS:—

MULLER & PHELPS (ASIA) LTD.,
HONGKONG.

MUMEYA.

Japanese Photographers.
We have removed our Premises to
No. 28A, Queen's Road, C.Sitting hours from 9 a.m. to 9 p.m.
Passport photos finished
in one hour.THE CLEANING OF
SUMMER FROCKSis an important matter and
we make a specialty of
"refinishing" light frocks
and costumes so that they
keep clean longer than
when treated by ordinary
methods.Our processes are thorough and
reliable. Our facilities and re-
sources enable us to carry out all
work quickly and our charges are
really reasonable.Write for Price List and See!
The Diamond Dyeing and
Drycleaning Co.General Manager
23 & 24, Wellington Street,
Branch 25, Nathan Road, Kowloon.
Phone 1482.

INTIMATIONS

YOU CANNOT AFFORD TO
BE WITHOUT THEM.JUST received a large Consignment
of (1) LACTOGEN the most digestive
food for infants which keeps good in
quality during hot weather (2) LAC-
TOSE (Milk Sugar) for sweetening the
foods of infants and dyspeptics (3)
MILFORD-McGRATH FLUID INSEC-
TICIDE the Best Fluid for destroying
Flies, Mosquitoes, Bugs, Fleas and all
other Insect Pests in Summer days; and
(4) JOHN CABILL'S GOLDEN
FLEECES, MAGIC and CINDERELLA
SOAPS for keeping everything clean in
House.PRICES are Very Moderate. In-
spection and Enquiries are cordially
invited.SEIU FUNG TAI & CO.,
Sole Agents for Hongkong and South China.
Nos. 4 & 5, Comptons Road Central, Hongkong.
Telephone Nos. 1238.

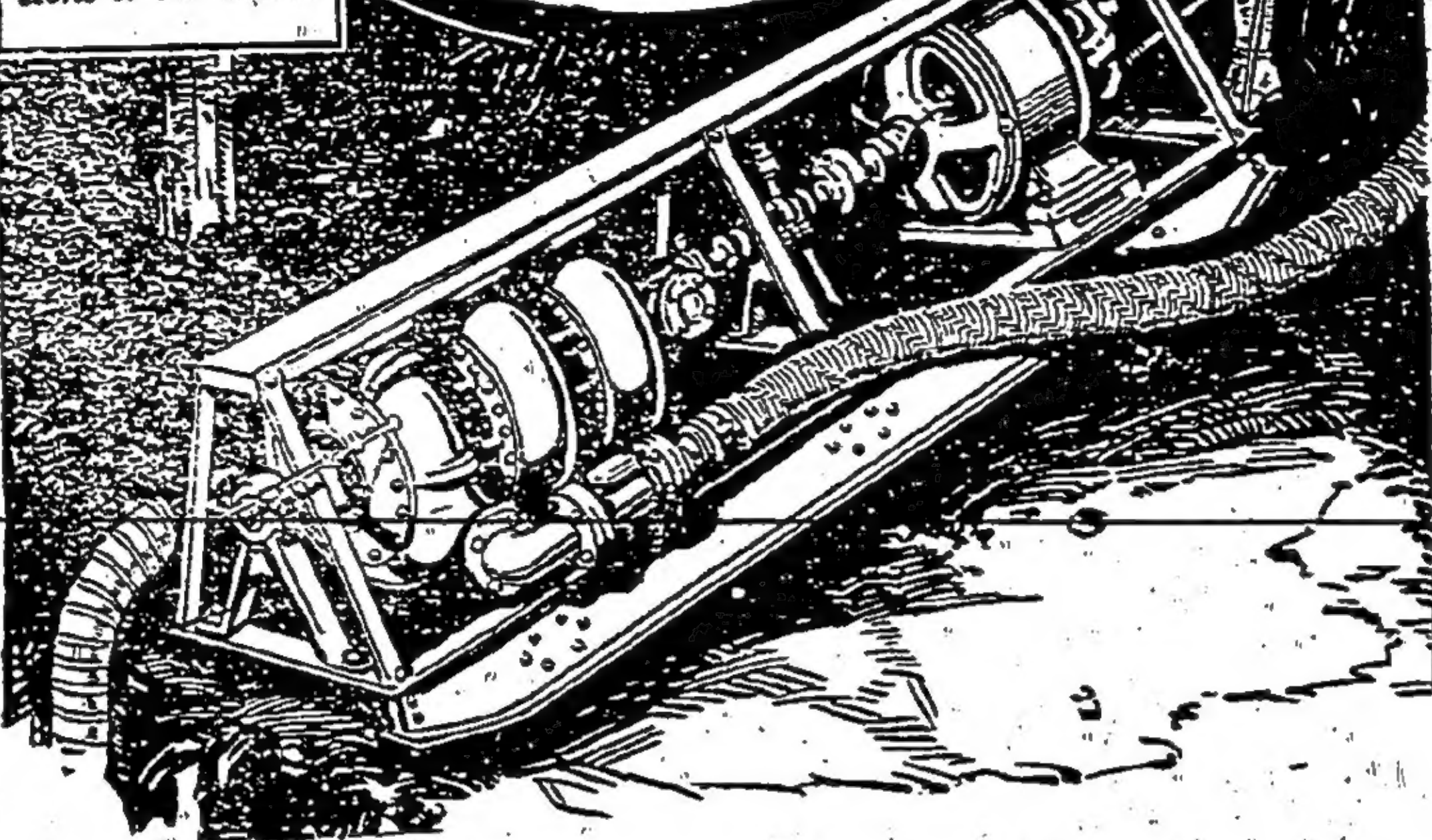
理代泰豐華

The demand is for
GOOD STAMPSin good condition.
We have the supply.Our Stock of all Countries is
strong, and not to see the
selection of our Stamps is to
miss a large "pick" of the
Stamp Market.GRACA & CO.,
Dealers in Postage Stamps,
Philatelic Goods, Religious Books,
Garden Seeds, Toys, &c.
No. 10, Wyndham Street,
P. O. Box 520. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.
MADE TO ORDER.CHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel
Telephone No. 49.
Hongkong, March 20, 1914.the late HEN TING,
14, D'ARVILLE STREET,
TERMS VERY MODERATE
Consultation free.THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 324, The Broadway, Kowloon.
Sole Agents:—
MULLER & PHELPS (ASIA) LTD.,
HONGKONG.

ASAHI BEER

SOLE AGENTS:
NISHUI BUNNAN KAIHARA.Westinghouse
ELECTRICAL APPARATUS FOR EVERY PURPOSEThis trade mark is
the guarantee of
dependable elec-
trical equipment.Removing the Earth's
TreasuresIn the mine, the passageway to
the earth's treasures, man-made
machinery is subjected to the severest strain. Lifting
the heavy rock to the surface of the earth, bearing it
away; ventilating and lighting the deep shafts, pumping
them dry of water,—is work that only the highest quality
machinery can stand.That is why Westinghouse Electric Machinery is being used in
more and more mines. It gives such unfailing service, offers so
many economies and lightens labor in so many ways,
that mining companies of all kinds are replacing their
old machinery with Westinghouse.Whatever your electrical equipment, may be, if it
bears the name Westinghouse you may be sure it
will never fail you.Westinghouse Electric International Co.
New York City
U. S. A.This space will show
weekly a new aspect
of one of the great
industrial institu-
tions of the world.

BATTLE OF JUTLAND.

OFFICIAL DESPATCHES.

SECRETS OF ACTION
REVEALED.

LORD JELlicoe's VIEWS.

The promised official documents in
regard to the battle of Jutland on
May 31, 1916, were published as a
Parliamentary Blue Book, price 17s.
6d. The letter-press extends to about
600 pages, exclusive of numerous
charts and maps. The volume in-
cludes, besides the despatches, of
Admirals Jellicoe and Beatty, reports
from the commanders of many British
vessels engaged in the fight. The
despatches, while they afford material
for naval experts to wrangle over, do
not throw much light on the debated
questions of strategy and tactics.
They embody a series of narratives
from officers engaged in a running
fight in which the fleets never came
into actual contact; indeed they ap-
pear at times to have passed each
other in opposite directions in a
fog so dense that the German Zepp-
elins guarding the High Seas Fleet
were only on rare occasions able to
spot the British ships. The chief
interest of the despatches to the lay
reader lies in the personal impressions
written immediately after the historic
fight by officers who shared in it. An
eloquent instance of this is provided
by the report of Rear-Admiral Paken-
ham, of the second division of the
battle cruiser squadron, who says:—
"In the battle cruiser fleet it had
been constantly assumed that German
battle cruisers would never be found
far from adequate support, and thus
no surprise was felt when their battle
fleet was sighted. This was the
moment when the aid of a powerful
fighting force was indispensable if
the battle cruiser fleet was to be able
to avoid engagement with battle fleet.
Here the fifth battle squadron played
its part nobly, and as elsewhere dur-
ing the action it proved itself a tower
of strength. After this disengage-
ment the fleets again came together,
both steering northerly, fighting as
obscurant and range allowed, but
with the British always bearing heav-
ily on the head of the opposite line.
The third battle cruiser squadron
dashing gallantly into action ahead of
the 'Iron' increased the pressure
on the enemy leaders, checking their
advance and compelling them contin-
ually to turn away. Thus, when the
Grand Fleet was observed to port
turning to parallel course, and with
the rear apparently well engaged, it
was felt that 'decision' was at hand.
Nothing now remained but for the
battle fleet to 'step' the 'trains' of a
situation brilliantly prepared by the
battle cruiser fleet, and by the fifth
battle squadron jointly. This body
had performed a magnificent feat ofarms. Its position relative to the
enemy could not have been improved;
it had inflicted severe punishment
upon him, and it was the principal
force. For such an attack light
was necessary, and visibility had al-
ready begun to fail. The Germans
may have used smoke screens, but
from whatever cause or causes the
atmosphere was thickening, and this,
together with the turning away of the
enemy fleet, resulted in touch being
lost. Hope remained that the decisive
operation had only been deferred
until the morrow. Here fresh dis-
appointment awaited us, but as the
search was conducted under orders
from the Grand Fleet, account is un-
necessary.It was evident the Germans had
suffered severely, but the full loss
could only slowly become known.
The British felt that although an un-
limited success had been earned, only
a limited one had been obtained.
The Germans had more cause to re-
joice, as they had escaped annihilation.
From such a point of view they
might well congratulate them-
selves, but in its nature such success
is essentially different from victory,
even though some of the benefits of
victory accompany it. By the many
who have ignorantly believed that
every meeting of the fleets must
result in a sweeping British victory
the inconclusive nature of this battle
will be deeply felt, yet inconclusive
actions are the rule in naval warfare,
and of all the greater military events
recorded in history the least common
has been the naval victory in which
the whole force of the enemy has
been obliterated." On this point the
Commander-in-Chief (Admiral Jellicoe),
in a narrative of the battle dated
June 18, says:—
"Darkness was now rapidly setting
in, the mist was increasing, and it
became necessary to decide on the
future course of action. The British
fleet was between the enemy and his
base. Each side possessed a consid-
erable number of destroyers, it being
most probable that the enemy was
largely superior in this respect in num-
bers, as it was logical to assume that
every available torpedo boat destroyer
and torpedo boat had been ordered out
as soon as contact between the fleets
became probable. I rejected at once
the idea of a night action between the
heavy ships as leading to possible dis-
aster, owing, first, to the presence of
torpedo craft in such large numbers,
and secondly to the impossibility of
distinguishing between our own and
enemy vessels. Further, the result
of a night action under modern con-
ditions must always be very largely a
matter of pure chance. I was loath to
forego the advantage of position,
which would have resulted from an
easterly or westerly course, and I
therefore decided to steer to the
southward, where I should be in a
position to renew the engagement atdaylight, and should also be favour-
ably placed to intercept the enemy
should he make for his base by steer-
ing for Heligoland, or towards the
Dutch coast.From reports received subsequent-
ly it is fairly certain that the German
battle fleet and battle cruisers crossed
astern of the British battle fleet and
made for the Horn Reef Channel. In
crossing the rear of the British battle
line the enemy fleet came in contact
with the British flotillas, which seized
the opportunity to deliver a series of
brilliant and gallant attacks. The
estimated course of the enemy fleet
S.E. & E., and the estimated time
of the last battle squadron passing the
Horn Reef Lightvessel beam, 18
miles distant, was 3.45 a.m.; the
estimated time of the last of the
enemy's heavy ships passing over Ab-
dell's minefield is 5 a.m.Admiral Beatty, in his report,
said:—"In view of the gathering
darkness, and for other reasons, viz:
(a) our distance from the Battle Fleet,
(b) the damaged condition of the
battle cruisers, (c) the enemy being
concentrated, (d) the enemy being
accompanying by numerous destroyers,
(e) our strategic position being such
as to make it appear certain that we
should locate the enemy at daylight
under most favourable circumstances,
I did not consider it desirable, or pro-
per to close with the enemy battle
fleet during the dark hours. I there-
fore concluded that I should be carry-
ing out the Commander-in-Chief's
wishes by turning to the course of
the Fleet, reporting to the Comman-
der-in-Chief that I had done so. My
duty in this situation was to ensure
that the enemy fleet could not regain
its base by passing round the southern
flank of our forces. I therefore turned
to south at 9.24 p.m. at 17 knots,
and continued this course until 2.30
a.m., with the first and third light
cruiser squadrons spread to southward
and westward. My intention was to
ask permission to sweep S.W. at day-
light, but on receiving a signal that
the Commander-in-Chief was turning
to north, and ordering me to conform
and close, I proceeded accordingly,
and joined the Commander-in-Chief
at 5.20 a.m.BEATTY'S SIGNAL: "WE CAN CUT OFF
ENEMY."
The record of messages to and from
the Commander-in-Chief during the
battle gives the following wireless
signals bearing on the alterations of
course:—From Commander-in-Chief, 6.55
p.m.: Alter course; leading ships to-
gether, the rest in succession to south.From Beatty, 7 p.m.: Enemy are
to westward.From Commander-in-Chief, 7.5
p.m.: Alter course together three
points to starboard. 7.9 p.m.: Alter
course three points to port. 7.9
p.m.: Alter course together to south.

(Continued on Page 3)

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.LONG HING & CO., PHOTO SUPPLIES,
Developing & Printing a Speciality.
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE RMPULSE BAY HOTEL,

AND THE

HONGKONG HOTEL GARAGE.

J. H. TAGGART,
MANAGER.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.(Two minutes from
Star Ferry). PALACE HOTEL KOWLOONRecently renovated and refurnished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to:Telephone K. 3. Telegraphic Add.: "PALACE"
J. H. OXBERRY, Proprietor.

HOTEL "ASIA"

WEST BUND, CANTON.

Rooms en Suite & with private Baths.
Roof Garden, Hairdressing Saloon, etc.

Excellent Cuisine. Moderate Rates.

Leading Hotel in South China.

Special attention given to Tourists.

Under the Foreign Supervision of,

THOS. G. HUTCHINGS.

KING EDWARD HOTEL

CENTRAL LOCATION.
ALL ELECTRIC TRAM Fares Entrance, Mo-
tor Life, Fans and Lighting, European
Baths and Sanitary Fixings, Hot and Cold
Water Systems throughout. Best of Food and
Service.
Telephone 273. Telegraphic Address: "VICTORIA"
J. WICKELL, Manager.

FRENCH LESSONS

G. MOUSSEAU.

15, MORRISON HILL ROAD

THE "CHINA MAIL."

NOTICE.

Communications relating to news should
be addressed to THE EDITOR.Correspondents must forward their
names and addresses with any communi-
cation addressed to the Editor, not necessarily
for publication but as evidence of good
faith.All matters for publication should be
written on one side of the paper only.Letters relating to business should be
addressed to THE MANAGER.
Rate of subscription to "China Mail" is
\$36 per annum; per quarter and per mes-
senger "pro rata".Orders for extra copies of the "China
Mail" should be sent as soon as possible as
the supply is limited. Cash 10 cts., Credit
\$0 cts. per copy.The "China Mail" is delivered free at
subscribers in Hongkong and Kowloon.
Postage is charged at the rate of fifty
cents per month.Rate of subscription to the "Overland
China Mail" is \$12 per annum; postage
\$1 per annum extra. Single copy twenty-
five cents each.Alterations and additions to Advertisements
on Pages 2, 3, 4, 5 and 6 should
be sent to the Office, No. 5, Wyndham
Street, not later than 11.30 a.m.Alterations and additions to Advertisements
on pages 1, 4, 5 and 10 should be
sent in not later than 1 p.m.New Advertisements should be sent in
before 5 p.m.Advertisements and Subscriptions which
are not ordered to a fixed period will be
continued until countermanded.Telephone Address: "MAIL" Hongkong.
Cable: A.B.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL.

Just arrived, large

quantities of White

Glazed Tiles, also Cast

Iron Porcelain Lined

Baths and the last word

in bidets.

C.E. WARREN & CO., LTD.

Nos. 30 & 32 Des Voeux Road Central.

Established 1900

Telephone 370.

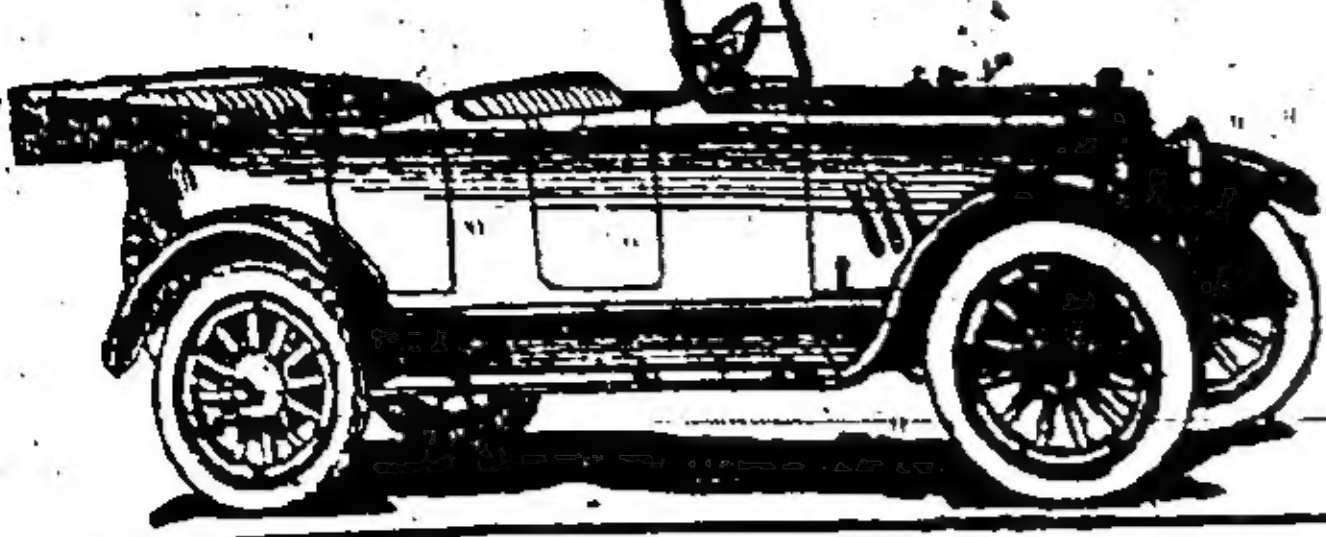
DON'T COUGH.

It is absurd to allow a cough to hang
on and sap your vitality when
Chamberlain's Cough Remedy will cure
you. You don't know where a perma-
nent cough will land you. You can't
afford to allow your throat and lungs to
become diseased when it is such a
simple thing to stay into a chemist's
shop and get a bottle of Chamberlain's
Cough Remedy. For sale by all
druggists and chemists.

(Continued on Page 3)

MERCURY MOTOR CAR CO.

90-91 Des Voeux Road, Central, HONGKONG.



TELEPHONE: 3441
TELEGRAMS: "MERCURY" HONGKONG
LONDON: "MERCURY" LTD.
NEW YORK: "MERCURY" LTD.
P. O. BOX 100, HONGKONG.

COMPANY MEETING.

GREEN ISLAND CEMENT CO., LTD.

RECORD YEAR.

The thirty-second ordinary general meeting of the Green Island Cement Co., Ltd., was held this morning at 11 o'clock at the offices of the General Managers, Messrs. Sheehan, Tomes & Co. The Chairman, Mr. Robert Sheehan, presided, and there were present Sir Paul Chater, the Rev. Father Robert, Messrs. A. O. Lang, and L. N. Lee, directors; Mr. Allan Keith, secretary; and the following shareholders: Messrs. W. Adamson, A. A. Cordeiro, W. J. Hawker, M. S. Northcott, Tse Tsan Tai, A. S. Ellis, Poon I Choo, V. A. Yvanovich, M. A. Figueiredo, W. E. Van Eps, H. A. Lammett, S. M. Churn, J. M. Gordon, F. Ellis, and Tong Lai Chuen.

The Secretary having read the notice calling the meeting, the Chairman said: Gentlemen.—Before proceeding with the business of the day, it is with deep regret that we have to record the death of our late Secretary, Mr. Robert Henderson. He went home on sick leave last October, but reached Liverpool only to die there on the 10th December.

Mr. Henderson, at all times took a keen and abiding interest in his work and the business of the Company, which has lost in him a faithful and conscientious servant.

The report and accounts in your hands show a record result for this Company and will be found, I feel sure, very satisfactory to shareholders.

Although exchange was very much against us there developed a very good demand for our product from all our markets and prices rose all round. Our factories have, in consequence, been kept working at their full capacity enabling us to deal with a much larger output than usual.

I trust the division of the profits that we propose will commend itself to you. I need not say much about the bonus to staff, they have all worked well and it gives us pleasure to be able to recognise their services on such an occasion as this.

The Canton and Shaukiwan properties we propose to remove altogether from the balance sheet. The former is a very old story and there seems no chance of our ever making good our title to it. The latter was taken as security for a bad debt and will be sold at once for what it will fetch.

The Macao works do not stand at a high figure but the kilns there are no longer new and the value is high in comparison with the figure at which our Hok Un Factory stands in our books.

We therefore propose to write it down by \$100,000.

With regard to the Hok Un Factory, I regret to say we are not regarded as public benefactors by our friends in Kowloon, in fact we are informed that we are a nuisance and that steps must be taken to reduce the volume of smoke and dust poured forth by the kilns, etc. We quite recognise the reasonableness of this complaint which, of course, has been aggravated by the extra pressure of work we are experiencing just now, and the matter having been taken up by the Authorities, something had to be done. We are reducing the smoke by the use of mechanical smokers and as for the dust, we have decided to install a system of dust collecting which we are confident, from the reports we have obtained, will do away with that trouble. The total cost will amount to over \$100,000, but the scheme should pay for itself in time by the saving of the cement which is, at present, lost to us. And to meet this expenditure we suggest putting aside \$150,000.

We further recommend putting aside \$300,000 for additional plant at Hok Un. Our reason for this is that our Ashberg Brick Kilns are now out of date and will sooner or later have to be replaced by a modern Rotary Steel Kiln. We have also considered that our whole plant is now working at full pressure without any spare to fall back on and we have nothing in reserve with which to cope with an increased demand for cement. It is therefore absolutely necessary for us to accumulate funds with which to provide additional plant for future requirements. We do not propose ordering immediately, but we must not delay doing so very long, as it will take probably two years before new machinery can be shipped out and erected here. By that time the plant for the Ashbergs will want a good deal spent on it and the question will then have to be carefully considered whether it will be more advisable to scrap it altogether.

CRIMINAL SESSION.

YESTERDAY'S CASES.

TWO DEFENDANTS DISCHARGED.

The Criminal Session in the Supreme Court, before the Acting Chief Justice Mr. H. H. Gompertz, was occupied all day yesterday in the trial of Lun Yuen, one of five defendants in an armed robbery case at 8 Yau Yee Lane, on January 15. He was given a separate trial.

The prisoner, who was ably defended by Mr. F. C. Jenkin, submitted as his defence that the statement he had made at the Police Court, admitting participation in the robbery—the only evidence produced against him—was extracted from him by several Chinese detectives, who beat him into it.

The question was considered thoroughly by the Court, and a number of witnesses were called. The prisoner and several others gave evidence to the effect that he was in bed at the time the robbery took place. Hearing police whistles he got up and went with his son to the scene of the robbery. Later he was arrested.

Mr. Jenkin, addressing the jury, said that public sympathy was, of course, with the police in their dealings with armed robbers. There were cases in which the police took their lives in their hands. It was not a pleasant thing to spend a night chasing a man who might or might not be armed. As against that the Government very correctly rewarded the police if they effected an important arrest. The reward was an incentive to the police in carrying out their duties and might tend to influence some of them into a little more zealous participation in what they were doing. He contended that it was in the exhibition of that zeal that this case came up.

The jury returned a verdict of not guilty, and the prisoner was discharged.

At the Criminal Session before the Puisne Judge, Mr. Justice Wood, Ip Cheung was charged with having been found at night in the building at 315 Reclamation Street, Yaumatei, on December 27, with intent to commit a felony.

He explained that he was induced to go into the building by a police informer who had entered into a conspiracy with a Chinese policeman. He was asked to play the role of robber. He had no intention of committing a robbery, and the police guaranteed his escape and promised to share the reward.

He also was found not guilty, and discharged.

Our Investments stand as before at \$89,694.22 although at present rates of exchange they are worth a little more. Our cash in hand seems very large, but this you will see, is partly owing to our stocks of raw material being unusually low, the natural consequence of an increased consumption. This will, however, automatically remedy itself as the larger supplies of stone for which we have contracted come forward.

We think we can look forward with confidence as regards our prospects for the present year—the demand, though not quite so strong as before, is still very good and as long as exchange keeps at its present level we should have no difficulty in competing and retaining our share of the trade here.

I now propose that the report and accounts as presented be adopted, and when this has been seconded I shall be pleased to answer, to the best of my ability, any questions that shareholders may wish to put.

Sir Paul Chater seconded the adoption of the report and accounts. The Chairman read off the list of items to which the balance is to be applied, and the report and accounts were adopted unanimously.

On the motion of Mr. Northcott, seconded by Mr. A. S. Ellis, the election of Mr. L. N. Lee, Mr. A. O. Lang, and Mr. R. G. Sheehan to the Board of Directors, to fill vacancies caused in part by the resignation of the Hon. Mr. John Johnstone and Mr. J. W. C. Bonar, was confirmed, and the re-election of the Rev. Father Robert and Mr. A. O. Lang was confirmed, unanimously.

Mr. Hawker proposed, and Mr. Tse Tsan Tai seconded, the re-appointment of Mr. A. R. Love, and the appointment of Mr. H. Greenwood, as auditors for the ensuing year, at an increased remuneration of \$750 each.

The meeting concluded with an announcement by the Chairman that dividend warrants were ready on application.

HONGKONG BOXING ASSOCIATION.

(Continued from Page 1.)

LOG. SEAMAN PEPPEY V. A. B. BOWDIDGE.

There was only a slight difference in weight between the two men. Peppy started off at a great pace and obliged Bowdidge to clinch, he being cautioned in the first round for holding. Peppy kept up his attack through the first two rounds, although on several occasions he was smartly jabbed to the jaw as he rushed in. Bowdidge came on strongly in the third round scoring repeatedly with straight lefts to the head. Peppy rarely got in close enough to hit. Bowdidge kept his left working during the fourth and fifth rounds, securing most of the points, while in the last session he easily outpointed his opponent. The decision was rightly in favour of Bowdidge.

KERRISON V. HEWLETT.

This was the main event of the evening. The weights as announced were Kerrison 148 lbs. Hewlett 102 lbs. The fight opened promisingly, Sky leading off with a tentative left to be smartly slipped, accepting a counter in the shape of a left to the side of the head. Hewlett's tactics of waiting were revealed early on and practically throughout the round he contented himself with blocking Kerrison's blows. The second round saw Sky trying to force the pace but the whole time Hewlett remained cool, boxing an admirable defensive fight. On occasions when the men mixed things Hewlett used short upper-cuts, but without much effect. The fighting was interesting to watch—if not thrilling. Matters were lived up slightly in the fourth round, Hewlett for a time taking over the attack. He shot in several leads to the head and got away without reply. He collected the majority of points in the succeeding round, scoring well in close fighting. He was boxing mainly on the defensive, his slipping and blocking being exceptionally good. Kerrison tried hard to break through his guard but generally found his blows stopped before they had fairly started. Hewlett's extra weight helped him a lot in this. There was nothing much of note from the seventh round to the tenth, but the next was relieved by a bright exchange of leads, both men scoring well. It was not until the fourteenth round that Sky was at all in difficulties, then he ran into a stiff jab that steadied him up. The verdict went to Hewlett, it being a popular decision.

Speaking generally the contest could not be described as exciting. As an exhibition of self defence Hewlett's work was excellent but more initiative on his part might have made a difference to the margin he won by. As it was Kerrison was on the attack practically the whole time. The officials were as under—Boxing Committee—Mr. W. Logan (Chairman), Lieut-Commander T. R. Dray, R.N., Lieut-Commander Hake, R.N.R., Mr. F. C. Jenkin, Lieut-Colonel W. Loring, C.M.G., D.S.O., Mr. A. Murdoch, and Major Ranson, D.S.O.; Official Referee: Mr. A. Murdoch; Manager: Mr. J. Brooks; Medical Officer: Dr. Montague, Harston, M.D., and Capt. Tomney, R.A.M.C.; Timekeepers: A. B. Allen, Hon. Secretary and Treasurer: Mr. G. N. Tinson; In charge of Scales: Dr. C. Forsyth, M.D.; Referee: Mr. W. Logan, Mr. J. S. McCann and Major Ranson, D.S.O.

Mrs. and the Misses Woods are having a cabaret dance at the City Hall on March 17, "the entire proceeds to be devoted to Earl Haig's Fund for ex-service men." Tickets are selling at six chips apiece. Peak Tram at one a.m. ferry at 1.15. This appears to be the only effort, so far, to help this fund.

TO-DAY'S ADVERTISEMENT.

GIRL GUIDES.

LADY BADEN POWELL has appointed LADY STUBBS to be Division Commissioner for Hongkong. Lady Stubbs will be glad if those who are willing to assist in the organization of the Girl Guides movement will communicate as soon as possible with Miss Rachel Irvine, (3 The Peak) who has been appointed by Lady Baden Powell to be Secretary for this Division.

WANTED.

WANTED—A STRONG SEA LAUNCH (Towing Boat). Reply with FULL PARTICULARS to—Box No. 1267, c/o "China Mail."

FOR SALE.

BUICK CAR—SIX CYLINDER. SEVEN SEATER, perfect condition, done six thousand miles, \$3,255 cash, no lower offers accepted. Apply Box 1268, c/o "China Mail."

LOST.

LOST—On February 21st, in shopping district, LONG PLATINUM BAR PIN, set with one SAPPHIRE. Please return to A. H. FARRER, CHAISEMAN BAY. Reward.

TO-DAY'S ADVERTISEMENTS.

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that on the 1st, 3rd and 5th days of the month the FIRST RACE each day will be run at the time advertised (12 o'clock) but that the subsequent Races will be run without reference to the times published in the beginning of the Race Book. There will, however, be the usual interval for Tiffin.

On the 4th day the First Race will be run at 12.45 p.m. and the First Race run as soon thereafter as possible.

R. J. PATERSON,
Clerk of the Course.
Hongkong, February 22, 1921.

THEATRE ROYAL.

COMEDY.

TUESDAY, March 1st.

EDGAR WARWICK

announces a short return season of the popular

WARWICK COMEDY CO.

FIVE NIGHTS ONLY.

THURS. Mar. 1st. Bernard Shaw's Delightful Comedy, "ARMS AND THE MAN"

FRI. Mar. 2nd. N. & J. Thomas-Meyers's Mystery Play, "THE LAST ACT"

SAT. Mar. 3rd. Herbert Henry Davies's Whitty Comedy, "CAPTAIN DREW"

SUN. Mar. 4th. H. V. Esmond's Delightful Comedy of Youth, "WHEN WE WERE TWENTY-ONE"

MON. Mar. 5th. Be General Remont, "BROWN SUGAR"

Plans at MOUTRIE'S.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each. (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed, in the advertising columns at the prevailing rates.

A FORTY YEARS' TEST. CHAMBERLAIN'S Cough Remedy has been curing coughs and colds for the past forty years and has gained its popularity every year. What better recommendation is required? For sale by all Chemists and Storekeepers.

"HIGH and DIZZY"

WITH

HAROLD LLOYD

"HIGH and DIZZY"

is absolutely it!
the
comedy of the year,
transcending even
"HAUNTED SPOOKS."

IN

"HIGH and DIZZY"

HAROLD LLOYD

SURPASSES HIMSELF.

"THE BELOVED TRAITOR"

Featuring

MAE MARSH

BRITISH GAZETTE.

TO-DAY UNTIL FRIDAY AT 2.30, 5.15, 7.15 & 9.15.

Phone
1743.

THE CORONET

Phone
1743.

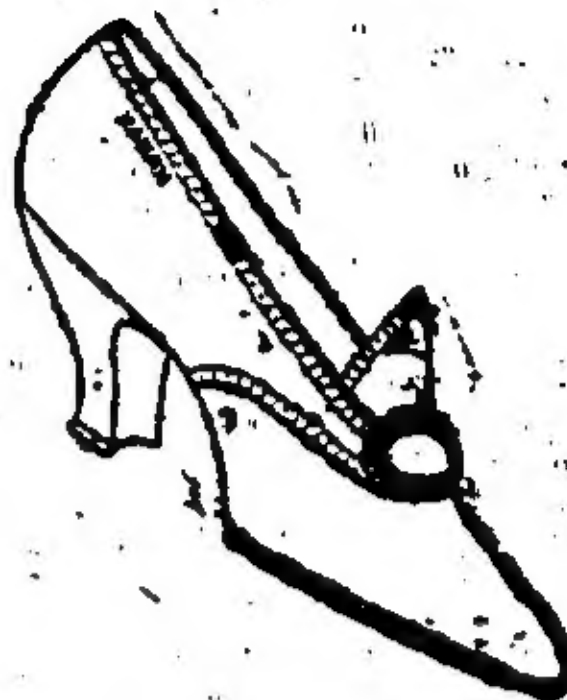
NOTICES.

FINE FOOTWEAR AT LANE, CRAWFORD'S FOR WOMEN.

Excellence of material, making for durability and comfort in wear, and perfect shape and finish, there you have the secrets of the great and ever-growing popularity of LANE, CRAWFORD'S Footwear.

FOOTWEAR FASHIONS FOR 1921.

A large Consignment of the very Newest Models of Shoes and Pumps for the coming season has just been received. Ladies are cordially invited to see the very comprehensive range of 1921 Spring Models. Probably at no other establishment can such a variety of charming footwear be seen.



SHOE BUCKLES

In the Ladies' Shoe Section will be found a wonderful Display of Buckles suitable for all kinds of Shoes.

LANE, CRAWFORD & CO.

"BABY" GRAND PIANOS

JUST UNPACKED

FROM

"BROADWOOD" LONDON.

&

"CHICKERING" BOSTON.

The finest in the World.

THE ANDERSON MUSIC CO., LTD.

76, DES VOEUX ROAD.

TEL. 1232.

The Negative FLAG

of the Naval Code.

—Say "NO" when offered IMITATIONS of Lea & Perrins' Sauce.



Lea & Perrins

To distinguish the original and genuine Worcestershire Sauce from the many imitations, see that the signature of LEA & PERRINS appears in White across the Red label on every Bottle.



TRIALS SOLICITED BY JAMES STEER

THE CHRONOMETER AND WATCH MAKER
(Contractor to H. M. Naval Yard.)
8, ICE HOUSE STREET, HONGKONG.

TANSAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the
Anglo-Japanese Exhibition
which testifies to its excellence and purity.

Beware of bogus imitations. No Tansan is genuine unless the label bears the name of
J. OLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

Tansan raises the spirits and excites sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old friar of orders grey
Would have waived the flagon of wine away
And consoled himself as any man can
With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

SOLE AGENTS—

GANDE, PRICE & CO., LTD.

Tel. No. 125.

8, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS:—

To Macao—daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.).
From Macao—daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).

For further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tice, Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK AND/OR BOSTON.

Via Suez or Panama Canal at Owner's Option.
S.S. "EGREMENT CASTLE"Sailing about the end of March.

LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE.

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B.L. lading.

S.S. "HUNGARIA"Sailing on or about 28th March.

FOR SEANGHAI.

S.S. "TRIESTE"Sailing on or about 15th March.

Passengers' Luggage can be insured at the office of the Agents.

NANTO YUSEN KAISEA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Service between

JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "SAMARANG MARU"Sailing on or about 19th March.

S.S. "BORNEO MARU"Sailing on or about 24th March.

FOR JAPAN.

S.S. "RIQUIN MARU"Sailing on or about 6th March.

OCEAN TRANSPORT Co., Ltd.

(TAITO KAIUN KAISEA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the INDIA-CHINA STEAM NAVIGATION CO., LTD. AND AFCEA LINES.

For Freight or Passage on any of the above Lines apply—

DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISEA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

SHUNGO MARUFriday, 18th March.

BUENOS AIRES—Buenos Aires, Santos, Montevideo, Rio de Janeiro, and Cape Town via Singapore.

SEATTLE MARUSunday, 10th March.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

SIAM MARUThursday, 10th March.

INDIA MARUFriday, 25th March.

SAMSON, BANGKOK & SINGAPORE—Regular monthly service.

SHISEN MARUSunday, 6th March.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Hongkong and Japan.

Regular fortnightly service with intermediate ports in Japan taking cargo to OYAHAMA POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

AFRICA MARUMonday, 28th February.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Colon.

FAIRVIEW MARUTuesday, 22nd February.

AMAZON MARUBeginning March.

Both taking cargo to Mexico and New York.

NEW ORLEANS LINE—HAMBURG MARUThursday, 24th February.

JAPAN PORTS—Shanghai, Yokohama, Kobe and Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O. S. K. wharf near the Harbour Office.

AMAKUSA MARUSunday, 27th February.

TAKAO via SWATOW and AMOY.

SHUNGO MARUSunday, 27th February.

For sailing dates and further particulars please apply to Y. TASUDA, Manager.

Tel. No. 744 and 745.

WATERHOUSE LINE

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"WEST IVAN"25th February.

Further sailings to be announced later.

Through B/Ls issued to all Overland Common Points

in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY,

1st Floor, HOTEL MANSIONS Tel. No. 2507.

CHINA-AUSTRIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA"11th April.

Special Sailing for Shanghai.

"HWAH PING"18th March.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Telephone No. 2507

112, Connaught Road Central.

SHIPPING

C. N. O.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

SWATOW SHANGHAI AND TIENTSIN Feb. 23, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 23, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 24, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 24, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 25, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 25, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 26, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 26, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 27, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 27, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 28, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 28, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 29, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 29, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 30, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Feb. 30, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 1, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 1, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 2, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 2, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 3, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 3, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 4, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 4, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 5, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 5, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 6, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 6, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 7, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 7, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 8, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 8, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 9, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 9, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 10, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 10, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 11, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 11, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 12, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 12, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 13, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 13, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 14, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 14, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 15, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 15, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 16, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 16, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 17, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 17, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 18, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 18, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 19, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 19, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 20, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 20, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 21, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 21, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 22, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 22, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 23, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 23, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 24, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 24, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 25, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 25, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 26, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 26, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 27, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 27, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 28, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 28, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 29, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 29, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 30, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 30, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 31, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Mar. 31, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 1, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 1, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 2, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 2, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 3, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 3, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 4, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 4, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 5, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 5, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 6, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 6, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 7, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 7, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 8, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 8, at 3 p.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 9, at 10 a.m.

SWATOW SHANGHAI AND TIENTSIN Apr. 9, at 3 p.m.



Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

For SEATTLE, TACOMA, WASHINGTON.

(Calling at Shanghai, Dairen and Japan Ports).

"ELDRIDGE"About Feb. 25th.

"WHEATLAND MONTANA"Sails for Singapore Feb. 28th.

"WHEATLAND MONTANA"About Mar. 19th.

"CITY OF SPOKANE"About Mar. 21st.

For PORTLAND direct.

(Calling at Seattle and Yokohama).

"PAWLET"About Mar. 7th.

"COAXET"About Mar. 4th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

Service to UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

S.S. "SCHODACK"About Feb. 25th.

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONS 2477 & 2478. AGENTS. 6TH FLOOR. HOTEL MANSIONS.

THE ADMIRAL LINE.

THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

GLYMONTMarch 10th.

LAKE ONAWAMarch 20th.

CADABETTAMarch 25th.

Through bills of lading issued to all United States, Pacific Coast and

Overland Points.

For full Particulars and Rates. Apply to—



Hughes & Hough

ADVERTISERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Printed and
Published by
A. C. 4th & 5th Editions.
A. I. Telegraphic Code.

Telegraphic Address
"HUGHES & HOUGH" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions from FRANK GRAMER, Esq., to sell by Public Auction,

on

MONDAY,

February 23, 1921, commencing at 2.15 p.m., at "Dunstar," No. 51, The Peak.

THE

Valuable Household Furniture,

etc., etc.,

As follows:—

DRAWING ROOM—Arm-chairs and Chesterfield (Lane Crawford make), Korean and Japanese Cabinets, Silver-plated Blackwood Writing Table, Chairs, Card Table, Stands, etc., Old Bronze Figures, Curio, Paintings, etc., Axminster Carpet 15 by 15, Serge and Lace Curtains.

DINING ROOM—Fumed Teak mirror back Sideboard, Dinner Wagon, Side Table and Chairs (Lane Crawford make), Cutlery, Plate, Glass Ware, Dinner and Tea Services, Dessert Services, "Limoges," etc., etc.

BED ROOMS—Fumed Teak Bed Room Suite (Twin Beds) Lane Crawford make, Toilet Sets, Bed Linen, etc., Bath Room, Utensils (Corneil Lavatory Basin), Kitchen Utensils.

Also
Lawn Bowls, Markers and Mowing Machine, Telescope and Stand by Callaghan & Co., London, Rangrath, B.S.A. Air Rifle and Pistol, and one Messer Automatic Pistol.

(Full Particulars from Catalogue).
On view Sunday, the 27th inst.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 12, 1921.

G. R.

THE Undersigned have received instructions to sell by Public Auction,

on

TUESDAY, WEDNESDAY

AND

THURSDAY,

the 1st, 2nd and 3rd March, 1921,

at H. M. NAVAL YARD, Hongkong

and at KOWLOON NAVAL DEPOT,

commencing each day at 9.30 a.m.

with an interval from 12 noon to

1.30 p.m.

OLD AND SURPLUS

NAVAL STORES, etc., etc.

Comprising:—

Life Boats, Dingies, Whalers, Shanghai Boats, Electrical Fittings, Cooking Stoves, Ships' Fittings, Iron Bed Mattresses and Fittings, Ice Chests, Steel Tanks, Life Rafts, Life Belts, Motors, Carpets, Rugs, Mats, Sheets, Table Covers, Steel Wire Rope, Blankets, Counterpanes, Electric Cables, Canvas Hoses, Old Cordage, Canvas Rags, Old India Rubber, Old Leather, Old Iron, Brass, Gun Metal and Steel, Coal Sacks, Firewood, Iron Blocks, Lamps, Searchlights, Two large cylindrical Boilers (working pressure 70 lbs.) Air Compressing Engine, etc., etc.

Lots may be inspected on Monday, the 28th February, 1921,

Terms of Sale:—As detailed on Catalogue.

HUGHES & HOUGH,

By Appointment Auctioneers to the Admiralty.

Hongkong, February 19, 1921.

G. R.

THE Undersigned have received instructions to sell by Public Auction,

on

TUESDAY,

March 8, 1921, at 9.30 a.m.,

at THE NAVAL DEPOT, Kowloon.

OLD AND SURPLUS

VICTUALING STORES, etc., etc.

Comprising:—

Blankets, Electro Plate, Copper Pans, Hardware, Soap, Mess Gear, Table Linen, etc., Serge, Remnants, Provisions, etc., etc.

Terms of Sale:—As detailed on Catalogue.

On view Monday, 7th March.

HUGHES & HOUGH,

By Appointment Auctioneers to the Admiralty.

Hongkong, February 21, 1921.

WANT ADVERTISEMENTS

25 WORDS & INSERTIONS, \$1. PREPARED.

Each additional word 4 Cents for 3 insertions.

WANTED.

LONDON FIRM of Importers and Exporters, require the services of a MANAGER for their Hongkong Office. Best references required. Prospects for a man of good standing aged 30 to 35 with Suitable Experience in Far East and at home. Apply 1265, c/o "China Mail."

TO LET.

ROOMS TO LET with or without board, opposite Bay View Police Station, Hot and Cold Baths. Every comfort. Terms moderate. Personal supervision. Apply Box 1266, c/o "China Mail."

TO LET—IMMEDIATE OCCUPATION—A FEW THREE ROOMED EUROPEAN FLATS IN "ORIENT BUILDINGS," CORONATION ROAD, KOWLOON. MODERATE RENTAL. Apply J. CARR CLARK, Architect and Surveyor, 14, Queen's Road, Central.

LOST.

LOST in Kowloon, FOX-TERRIER PUP about 4 months old, brown head. If found, please communicate with 36 Hanoi Road, Kowloon. Reward.

FOR SALE.

FOR SALE—A CYLINDER 12-16 FIVE SEATER HUMBER CAR, wire wheels with spare, acetylene lighting. May be viewed at the Hongkong Electric Company's North Point Generating Station, any time by appointment.

FOR SALE—A MODERN BUNGALOW, standing in own Grounds. Beautiful View, Large Drawing Room, 2 Bed Rooms, Dressing Room, 2 Bathrooms, Enclosed Verandahs, Hall, Sitting Room, Commodious Servant's Quarters, Kitchen, Garden, Tennis Court, Electric Light throughout, Gas Installation. For further particulars, apply Box 1262, c/o "China Mail."

INTIMATIONS

WANTED.

DESIGN AND CONSTRUCTION OF YELLOW RIVER BRIDGE FOR PEKING-HANKOW RAILWAY.

THE PEKING-HANKOW LINE OF THE CHINESE GOVERNMENT RAILWAYS invites sealed proposals of bridge contractors for designing and building a new steel bridge about 2,800 meters in length across the Yellow River (Hwang-Ho). Proposals will be received up to noon of June 30th, 1921, at the office of Peking-Hankow Railway, Peking, China, plans, rules and specifications can be obtained from the following offices:—

Peking: Peking-Hankow Railway, American, British, Belgian, French, Italian, and Japanese Legations.

Foreign: Chinese Legations, Washington, London, Brussels, Paris, Rome and Tokyo.

All applications for same must be accompanied with pounds 5 for foreign countries and with dollars 30 for Peking.

PEKING-HANKOW RAILWAY ADMINISTRATION.

WAR MEMORIAL

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilians by a Joint Board of Directors.

A portion of the sum raised will be devoted to the erection of a permanent stone memorial which will be put in hand at an early date.

Lists may be found at:—

Messrs. Lane Crawford.

Kelly & Walsh.

Montie.

Wm. Powell, Ltd.

The Hongkong Club.

Club Lusitano.

Engineers' Institute.

Victoria Recreation Club.

Kowloon Cricket Club.

Kowloon Bowling Club.

Peak Club.

Club de Recreation.

Craigengower Club.

M. J. BREEN.

Hon. Secretary.

War Memorial Committee.

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. SUMNER, to sell by Public Auction,

at a date to be specified later,

THE

Valuable Household Furniture,

etc., etc.,

at present contained in "Craigieburn," the Peak.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, February 3, 1921.

FOR SALE.

At their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street Situate at Broadwood Road, Hongkong.

Substantially built 5-roomed Bungalow with usual outbuildings and garden. Recently painted and colourwashed throughout.

Particulars from the undersigned.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, February 21, 1921.

NAVY CONTRACTS 1921-1922.

SEALED TENDERS, in duplicate, for the supply of the undermentioned stores, for H. M. NAVAL SERVICE, at Hongkong, during the period 1st April, 1921, to 31st March, 1922, will be received by the COMMODORE, H. M. NAVAL YARD, until noon on MONDAY, the 7th March, 1921:

FRESH BEEF.

FRESH VEGETABLES.

FROZEN MEAT.

SOFT BREAD.

BISCUIT.

RICE.

SUGAR.

Forms of Tender and any necessary information may be obtained on application to the VICTUALLING STORE OFFICER, H. M. Naval Depot, Kowloon.

The right to reject the lowest or any tender is reserved.

H. M. NAVAL DEPOT,

Kowloon, February 1921.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, 26th day of February, 1921, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1920.

THE REGISTER OF SHARES of the Corporation will be CLOSED on SATURDAY, 12th February, 1921, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors.

A. G. STEPHEN,

Chief Manager.

Hongkong, February 5, 1921.

THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at St. George's Building, Chater Road, Victoria, on THURSDAY, the 3rd March, 1921, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the report of the General Managers for the year ending 31st December 1920, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 26th February, 1921 to THURSDAY, the 3rd March 1921, both days inclusive.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, February 18, 1921.

NOTICE.

MR. H. A. CASTRO HEREBY

GIVES NOTICE that on the 15th September, 1920, he severed all connection with the firm of E. A. Beaumont & Co., late of Prince's Building, Hongkong, and started the firm of H. A. Castro & Co. have any connection whatsoever with the late E. A. Beaumont & Co. and that Mr. E. A. Beaumont has no interest whatsoever in the firm of H. A. Castro & Co.

H. A. CASTRO & CO.

H. A. CASTRO.

Dated Hongkong the 21st day of February, 1921.

INTIMATIONS.

HONGKONG JOCKEY CLUB.

RACE MEETING 1921.

WEDNESDAY, THURSDAY, FRIDAY and SATURDAY, February 23rd, 24th, 25th and 26th

TICKETS of Admission to the Grand Stand and Enclosure may be obtained from Messrs. KELLY & WALSH, LIMITED, at the GATE Price \$4 for each day or \$12 for the Meeting. No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

R. J. PATERSON,

Clerk of the Course.

Hongkong, February 17, 1921.

HONGKONG JOCKEY CLUB.

RACE MEETING 1921.

"D.A.J." extend a cordial invitation to all their friends to attend the forthcoming Race Meeting at their Private Stand. No Cards are being issued.

RACE DAYS.

THE EXCHANGE BANKS will be OPEN for the transaction of EXCHANGE BUSINESS on WEDNESDAY to SATURDAY, the 23rd to 26th instant, inclusive, from 9 to 11 a.m. only.

Hongkong, February 21, 1921.

HONGKONG STOCK EXCHANGE.

NOTICE IS HEREBY GIVEN that the STOCK EXCHANGE will be CLOSED WEDNESDAY 23rd, THURSDAY 24th, FRIDAY 25th and SATURDAY 26th, instant.

By Order of the COMMITTEE.

P. TESTER,

Secretary.

Hongkong, February 19, 1921.

INSURANCE OFFICES.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE & MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on WEDNESDAY, THURSDAY, FRIDAY and SATURDAY, February 23rd, 24th, 25th and 26th, from 11.45 a.m.

By Order,

LOWE, BINGHAM & MATTHEWS,

Secretaries.

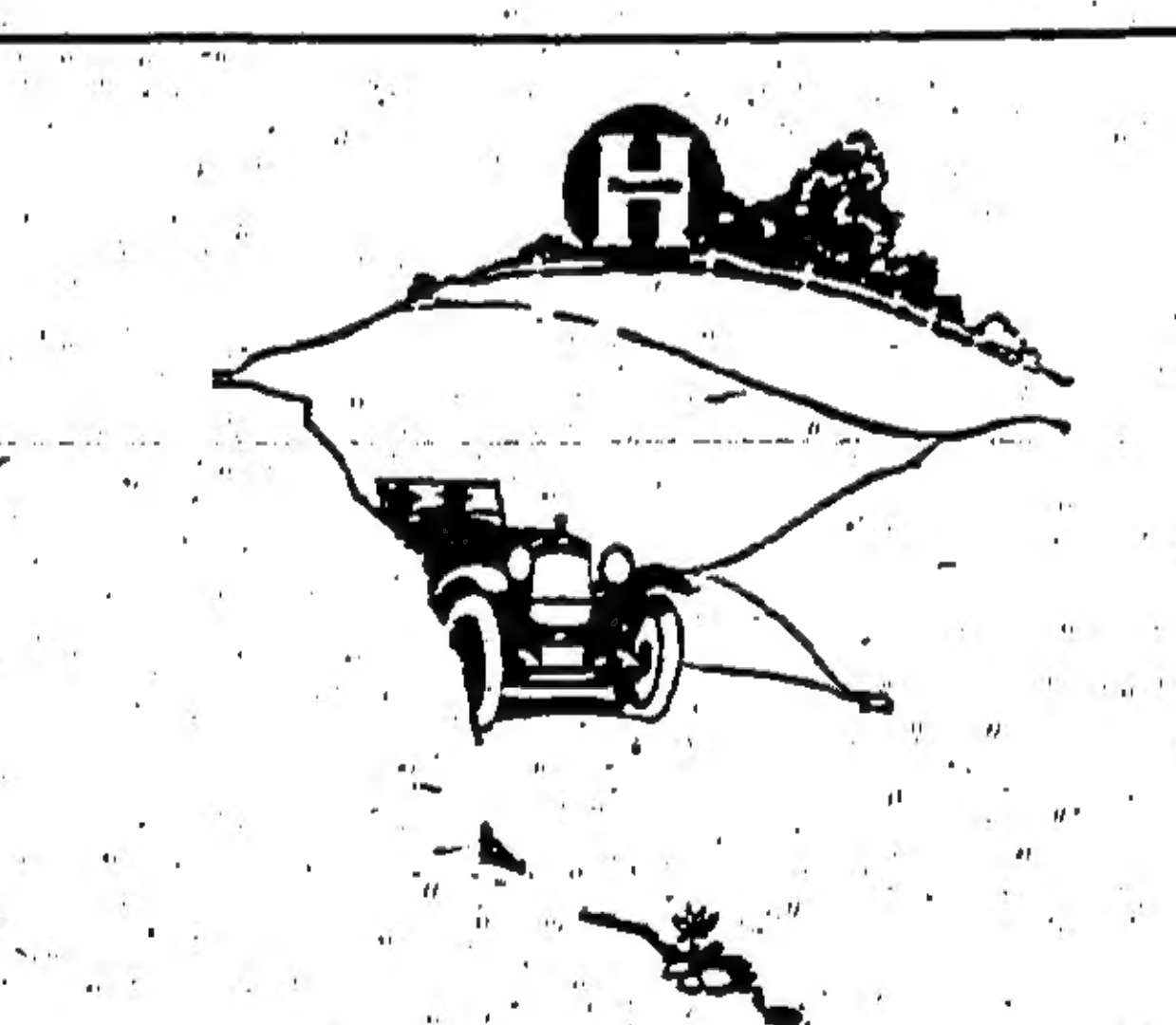
FIRE INSURANCE ASSOCIATION OF HONGKONG.

MARINE INSURANCE ASSOCIATION OF HONGKONG & CANTON.

Hongkong, February 21, 1921.

REPULSE BAY HOTEL.

THE APPROACH ROADS to the above Hotel are CLOSED temporarily for the purpose of regrading. Patrons are, therefore, kindly requested to use the steps opposite the main entrance until completion of such work.



Many people figure on the possible second-sale value of the car they buy. Hupmobile owners, when they resell, usually obtain prices considerably higher than are paid for other cars that originally cost about the same.

STANDARD EQUIPMENT.

- | | |
|---|--------------------------------------|
| 4-seater Touring or 2-seater Roadster body. | Ammeter. |
| Speedometer. | Foot and rug rails. |
| Electric starter. | Tyre carrier—extra rim. |
| Head, tail and dash board lights. | Slide—curtain—door—curtain carriers. |
| Rain-vision windshield. | To: rear carpet. |
| Fuel gauge. | Bo: d (black or khaki). |
| Oil pressure gauge. | Grass gun. |
| Electric horn. | Pump: jack, full set of tools. |

ALEX. ROSS & COMPANY,

HONGKONG, CHINA.

SHANGHAI GARAGE COMPANY,

SHANGHAI, CHINA.

Hupmobile

BATTLE OF JUTLAND.

(Continued from page 2)

At 7.40 p.m. Admiral Beatty reported. "Enemy bears from N.W. by W. distance ten to eleven miles N.E." and indicated his position in stating his course was S.W. Seven minutes later he sent the following wireless to Admiral Jellicoe, which was received on the "Iron Duke" at 7.51 p.m. "Urgent. Submit van of battleships follow battle cruisers; we can then cut off whole of enemy's battle fleet." Apparently the Commander-in-Chief's reply was that at 8.14 he signalled to the second battle squadron "Second B.S. follow our battle cruisers." At 8.21 he signalled to the Dreadnought battle fleet and attached cruisers "Alter course, leading ships together, the rest in succession to W.S.W." and at the same time sent a message to Beatty "Present course of fleet is W.S.W." Four minutes later he signalled to the Dreadnought battle fleet and attached cruisers "Alter course, leading ships together, the rest in succession to W.S.W." and at 8.21 and at 8.30 he signalled to Beatty "Present course of fleet is W.S.W."

The "Lion," Admiral Beatty's flagship, at 8.59 wirelessed the Commander-in-Chief: "Urgent. Enemy battle cruisers and pre-Dreadnought battleships bear from me N. 34 W. distant ten to eleven miles, steering S.W. My position 55.40 long. 5.50 lat. course S.W. Seventeen knots." At 9.10 Jellicoe issued a general signal that the course of the Fleet was South and gave instructions for the disposal of the Fleet for the night. Subsequently he ordered Abdiel to lay mines in a certain position.

It appears that the Admiralty were well informed of the movement of the German Fleet, and the day before the Jutland Battle received information which pointed to early activity on the part of the enemy. Admirals Jellicoe and Beatty were accordingly informed by telegram and also advised that eight enemy destroyers were probably in the North Sea. The following instructions were telegraphed by the Admiralty to the two admirals:

"You should concentrate to the east, ward of Long Forty ready for eventualities." During the course of the battle the Admiralty was in frequent communication. At night they informed him that there destroyer flotilla had been ordered to attack him, and at 9.58 p.m. they intimated to him the position at 9 p.m. of the rear ship of the enemy battle fleet.

At 10.41, the same night the Admiralty informed him that the enemy was believed to be returning to his base, and indicated his course. At 4.40 the commander-in-chief notified the battle cruiser fleet that the enemy had returned to harbour.

HARWICH DESTROYER FLOTILLA.

The report of Commodore Tyrwhitt on the Harwich destroyer flotilla is interesting in view of the statement made a little while since by Sir Percy Scott on the Admiralty's orders to this flotilla on the occasion of the battle. The Commodore states that at 6.20 p.m. on May the Admiralty directed that the Harwich force should be ready to sail at daylight if required.

At 4.45 p.m. on the following day the Commodore, having intercepted a wireless showing that an action was being fought, he requested instructions from the Admiralty. At 5.12 p.m. the Harwich force proceeded to sea so as to be ready to carry out any orders received. At 5.40 the Admiralty ordered the force to return to harbour and await orders. At 3.9 the following morning he received directions from the Admiralty to join the Grand Fleet, and 23 ships sailed forty minutes later. At 5.35 p.m. the force received directions from the Commander-in-Chief, and at 7.2 p.m. from the Admiralty to return to the base.

THE LOSS OF THE "QUEEN MARY."

The circumstances of the loss of the "Queen Mary" are related by Midshipman L. Storey, one of the eighteen survivors. "The 'Queen Mary' opened fire at 4.53. At 5.20 a big shell hit the turret, and two minutes later a terrific explosion took place, which started a big fire in the working chamber. Orders were given to evacuate the turret. All the unwounded in the gun house got clear, and as they did so another terrific explosion took place. All were thrown into the water, and when the midshipman came to the surface nothing was visible except wreckage, but thirty persons who seemed to be floating in the water."

A pathetic story in connection with the blowing up of the "Invincible"

is told by Commander Dannreuther, one of the six survivors out of a total crew of 1,031. "A few minutes before the 'Invincible' blew up Admiral Hood hailed the control officer in the control from the fore bridge. 'Your firing is very good; keep at it quickly as you can, every shot is telling.' This was the last order

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KARHAR"	9,000	3rd Mar.	MASSILLON, LONDON & A'warp.
"DILWARA"	8,400	6th Mar.	Singapore, Colombo & Bombay.
"ALPORA" (Cargo)	5,300	12th Mar.	Do.
"KARHARA"	9,000	18th Mar.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"JAPAN"	6,000	2nd Feb.	Straits, Rangoon and Calcutta.
---------	-------	----------	-----------------------------------

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	9th Mar.	Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"EASTERN"	4,000	8th April	Do.

SAILINGS TO SHANGHAI & JAPAN

"KARNALA"	9,000	23rd Feb.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	24th Feb.	Moji, Kobe direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Televis Interchangeable.
1st Saloon Passengers may travel by R.I.S.N. Company's steamers between
Singapore and Australia via Singapore and Madras in lieu of the section of
the steamer's route to Colombo.
All Cables are fitted with Electric Fans free of charge.
Passenger and Baggage duties are liable to be cancelled or altered without notice.
Parasols measuring not more than 24 in. x 24 in. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, and books, etc., apply to
MACKINNON, MACKENZIE & CO.,
2, Des Vaux Road Central, HONGKONG. Agents.

B. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
via Steel Ship Plates, Angles and Bars.
Also Shipchandery Articles.

Telephone No. 1118. 25, Wing Woo Street, Central.

N. Y. K.

NIIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA OR VANCOUVER via Manila,

Cargo to Overland Points 1. S. S. connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Unit. Manila) ... Wednesday, 9th Mar., at 11 a.m.

TOYAMA MARU (Unit. Manila) ... Friday, 11th Mar., at 11 a.m.

KANUMA MARU (Unit. Manila) ... Wednesday, 20th April, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang
Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU ... Thursday, 24th Feb., at 11 a.m.

ELIZET ... Friday, 11th Mar., at 11 a.m.

HAMBURG, ARMSTERDAM, LONDON & ROTTERDAM.
MITO MARU ... Middle of March.

LIVERPOOL & MARSEILLES via Suez.
TAMBA MARU ... Middle of March.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 22nd Mar., at 11 a.m.

NIKKO MARU ... Tuesday, 14th Apr., at 11 a.m.

NEW YORK via Suez.
AKITA MARU ... Tuesday, 22nd March.

SOUTH AMERICAN PORTS via Cape.
KANAGAWA MARU (Sailing from Singapore) ... Friday, 4th March.

BOMBAY & COLOMBO via Singapore.
DETAGOI MARU ... Friday, 25th February.

BOMBAY MARU ... Thursday, 17th March.

CALCUTTA & RANGOON via Singapore & Penang.
TOYOKA MARU ... Saturday, 5th March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
MIKOTO MARU ... Friday, 18th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
TOYOKI MARU ... Wednesday, 23rd February.

SAGO MARU ... Thursday, 24th Feb., at 11 a.m.

YEBOSHI MARU ... Saturday, 26th February.

MURORAN MARU ... Sunday, 27th February.

For further information apply to—
NIIPPON YUSEN KAISHA
S. YASUDAKI, Manager.

Telephone Nos. 292 & 293.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURE

CHINA COAST, ETC.

SWATOW.

Feb. 22—C. N. Chekiang.

24—C. N. Chekiang.

25—D. L. Halicong.

27—O. S. K. Amakusa Maru.

27—O. S. K. Soan Maru.

Mar. 1—D. L. Halicong.

AMOI.

Feb. 24—J. C. J. L. Tsinling.

25—D. L. Halicong.

25—D. L. Halicong.

27—O. S. K. Soan Maru.

27—O. S. K. Amakusa Maru.

Mar. 1—D. L. Halicong.

FOOCHOW.

Feb. 25—D. L. Halicong.

Mar. 1—D. L. Halicong.

SHANGHAI.

Feb. 23—P. & O. Dilwara.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

24—C. N. Chekiang.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

From MIDDLEBROOK, LONDON AND STRAITS.

HE Steamship

"BENARTY."

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
27th inst. will be subject to rent.

All claims against the Steamer must
be presented to the Underwriters on or
before the 5th March, or they will
not be recognized.

All broken, chafed and damaged
Goods are to be left in the Godowns
where they will be examined on the
28th inst. at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

GIBB, LIVINGSTON & CO., LTD.
Agents.

Hongkong, February 21, 1921.

NOTICE TO CONSIGNEES.

THE Steamship

"LOWTHER CASTLE."

From NEW YORK.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company,
Ltd., at Kowloon, whence and/or from
the wharves delivery may be obtained.

Optional Cargo will be forwarded
under notice to the contrary be given
before 17th February.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
23rd inst. will be subject to rent.

All claims against the steamer must
be presented to the Underwriters on or
before the 4th inst. or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
23rd inst. at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

DODWELL & CO., LTD.
Agents.

Hongkong, February 17, 1921.

NOTICE TO CONSIGNEES.

THE Steamship

"LOWTHER CASTLE."

From NEW YORK.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company,
Ltd., at Kowloon, whence and/or from
the wharves delivery may be obtained.

Optional Cargo will be forwarded
under notice to the contrary be given
before 17th February.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
23rd inst. will be subject to rent.

All claims against the steamer must
be presented to the Underwriters on or
before the 4th inst. or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
23rd inst. at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

DODWELL & CO., LTD.
Agents.

Hongkong, February 17, 1921.

NOTICE TO CONSIGNEES.

THE Steamship

"LOWTHER CASTLE."

From NEW YORK.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company,
Ltd., at Kowloon, whence and/or from
the wharves delivery may be obtained.

Optional Cargo will be forwarded
under notice to the contrary be given
before 17th February.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
23rd inst. will be subject to rent.

All claims against the steamer must
be presented to the Underwriters on or
before the 4th inst. or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
23rd inst. at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

DODWELL & CO., LTD.
Agents.

Hongkong, February 17, 1921.

NOTICE TO CONSIGNEES.

THE Steamship

"LOWTHER CASTLE."

From NEW YORK.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company,
Ltd., at Kowloon, whence and/or from
the wharves delivery may be obtained.

Optional Cargo will be forwarded
under notice to the contrary be given
before 17th February.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
23rd inst. will be subject to rent.

All claims against the steamer must
be presented to the Underwriters on or
before the 4th inst. or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
23rd inst. at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

DODWELL & CO., LTD.
Agents.

Hongkong, February 17, 1921.

NOTICE TO CONSIGNEES.

THE Steamship

"LOWTHER CASTLE."

From NEW YORK.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company,
Ltd., at Kowloon, whence and/or from
the wharves delivery may be obtained.

Optional Cargo will be forwarded
under notice to the contrary be given
before 17th February.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
23rd inst. will be subject to rent.

All claims against the steamer must
be presented to the Underwriters on or
before the 4th inst. or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
23rd inst. at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

DODWELL & CO., LTD.
Agents.

Hongkong, February 17, 1921.

NOTICE TO CONSIGNEES.

THE Steamship

BASKET BALL.

LEAGUE FIXTURES.

February 22nd, University v. Y.M.C.A. Jr. 7.30 p.m.
 February 22nd, South China v. Moslem Club 8.30 p.m.
 February 24th, Indian R.C. v. Queen's College 7.30 p.m.
 February 24th, University v. Y.M.C.A. 8.30 p.m.
 February 28th, Indian R.C. v. Moslem Club 7.30 p.m.
 February 28th, Y.M.C.A. v. Y.M.C.A. Res. 8.30 p.m.
 March 2nd, South China v. Y.M.C.A. Jr. 7.30 p.m.
 March 2nd, Indian R.C. v. Y.M.C.A. 8.30 p.m.
 March 7th, Queen's College v. Y.M.C.A. Res. 7.30 p.m.
 March 7th, Y.M.C.A. v. South China 8.30 p.m.
 March 9th, University v. Moslem Club 7.30 p.m.
 March 9th, Y.M.C.A. Jr. v. Queen's College 8.30 p.m.
 March 14th, Y.M.C.A. Jr. v. Moslem Club 7.30 p.m.
 March 14th, Queen's College v. Y.M.C.A. 8.30 p.m.
 March 16th, Indian R.C. v. University 8.30 p.m.
 March 21st, Y.M.C.A. Jr. v. Y.M.C.A. Res. 7.30 p.m.
 March 21st, Queen's College v. Moslem Club 8.30 p.m.
 March 23rd, Indian R.C. v. Y.M.C.A. Jr. 7.30 p.m.
 March 23rd, Y.M.C.A. Res. v. University 8.30 p.m.
 March 28, South China v. Indian R.C. 7.30 p.m.
 March 28, Y.M.C.A. v. Y.M.C.A. Jr. 8.30 p.m.
 March 30, Queen's College v. South China 7.30 p.m.
 March 30, Moslem Club v. Y.M.C.A. Res. 8.30 p.m.
 April 4th, Queen's College v. University 7.30 p.m.
 April 4th, Y.M.C.A. Res. v. Indian R.C. 8.30 p.m.
 April 6th, Moslem Club v. Y.M.C.A. 7.30 p.m.
 April 6th, University v. South China 8.30 p.m.
 All matches will be played in the Chinese Y.M.C.A. Gymnasium, Bridges Street.

THE GENTLE TIBETAN.

BORDER TRAVELS.

LAND KNEE-DEEP IN BEAUTIFUL FLOWERS.

Under the auspices of the Royal Geographical Society, Mr. F. Kingdon Ward gave a lecture in the Aeolian Hall on January 4, about his recent travels as a plant collector on the border between Tibet and Western China.

The difficulties of traversing the country were fully demonstrated by photographic slides. Mr. Ward stated that the borderland between Tibet and China is composed of high snow mountains cut by swift rivers, suggesting through with a mighty roar, which can sometimes be heard 4,000 feet above the level of the water. Where possible mule transport is employed, to convey the traveller between the little villages, which nestle in fertile valleys, green with young rice, and often ablaze with beautiful flowers. Ice-cold lakelets fed from the glaciers reflect at once the turquoise of the sky and the sheen of the snow-capped peaks.

The great event in the villages is the periodical fair, where sorcerers, matrimonial agents, and fortune tellers mingle with the barterers of merchandise. Cheerful and kindly Tibetans visit these sales, bringing with them mountain ponies. When a purchase seems likely, buyer and seller sit on the ground, clasp hands under their voluminous sleeves, and bargain with invisible motions of the hands, keeping their mouths shut the whole time.

Perilous bridges span the smaller rivers; often it was only possible to cross in single file walking. Roads are sometimes cut along the precipitous banks of the larger rivers, such as the Mekong and Salween. It was usually impossible for one caravan of mules to pass another.

Birch, maple, and oak abound. The galaxy of flowers in the spring time is the feature of the country. The blue poppy and the yellow cowslip are especially beautiful, while rhododendrons flourish in many valleys; one can go knee deep in flowers.

The Tibetans, said the lecturer, are a gentle people, who always make the traveller welcome. They put out their tongues by way of greeting him, and then he is invited into their huts. Some of the tribes are armed with cross bows and poisoned arrows. Some build their houses in the tops of trees. Tattooing of the face is sometimes practised. Travelling parties of musicians are customary, the men using a primitive fiddle and bells, while the women sing in a blood-curdling falsetto.

MOTOR CAR ACCIDENT.

CORONER'S ENQUIRY.

FURTHER TESTIMONY.

As reported in our second edition yesterday, the Coroner's enquiry into the motor car accident at West Point on New Year's Day, when seven persons were killed and a number were injured, opened at the Magistrate's yesterday afternoon. Mr. R. E. Lindell acted as Coroner, and a jury of the following was empanelled: Mr. W. L. R. Weaver (foreman), M. C. B. Matthews, and Mr. A. Meyer.

At yesterday's proceedings, the condition of the car was fully described by Mr. Carl Henry Getz, motor engineer to the Four Wheeler Drive Company, of the United States. He visited the Dragon Garage on February 9, and examined the car. The front lamps were smashed in. On one of them were bits of hair and spots of blood, showing that it had hit a human body. Mud guards were torn from their moorings, and the front axle was bent. There was nothing wrong with the engine.

And the steering gear?—The steering gear was absolutely out of order, due to the front axle being bent. It was not that way before the accident. You did not see it before the accident—No, but it could not have been that way, because the driver could not have driven it.

Replying to questions, he said the car was a 1914 F.I.A.T., and that it was in good running order. The engine was weak, so far as power was concerned, but that had nothing to do with the case. He made note of the gear change and transmission, and found all the speeds working properly.

The Coroner: One other small point: is the footbrake on that car in the immediate vicinity of the accelerator?

The Witness: It is very close; it is flush with the clutch as well as the brake. One's foot might slip.

Dr. Y. K. To, assistant superintendent of the Government Civil Hospital, was the next witness. He was prepared to give particulars concerning all the victims. It was decided to take a typical case, a woman who died in the hospital at midnight on February 8.

Dr. To said that she was brought to the hospital about 3.55 p.m. on February 8. She had a lacerated wound, about a foot long, on the inner side of the left thigh. The bone of the thigh was fractured. She suffered greatly from fright and shock.

The doctor said that the Chinese chauffeur, George Yim, also was brought to him. His right eye was red and congested, and he removed from it three particles of sand which he gave to the police.

The Coroner: Was the driver quite sober?

The Witness: Yes. What would be the effect of a particle from an exploding cracker entering a person's eye?—He would be likely to lose his power of control for the moment; that is the natural effect.

Indian Constable B173, on traffic duty at 3 p.m. on February 8 in Queen's Road West, said he saw the car travelling westward. People were throwing crackers. Some of them exploded on the car itself. He saw the passengers in the car cover their faces with their hands. The driver also put his hand to his face. The car swerved to the left. The driver immediately turned it to the right and brought it to the middle of the road again. He was using one hand for this. The car then swung to the left again and mounted the pavement. It ran along the pavement for five or six yards, crossed Hill Road, and ran into a nullah wall.

The witness said he saw people knocked down, and after the accident saw several bodies lying about. He was instructed to take the driver of the car to No. 7 Police Station.

Indian Constable B445, on point duty in the neighbourhood, first saw the car on the pavement. Owing to the density of the crowd, he did not actually see any one run down. Crackers were still exploding as the car travelled on the pavement.

Mr. Chan Pui Shan, secretary of the Nanyang Bros. Tobacco Co., told of engaging the car to go to Shek-tung-sui. Mr. Wong Siu Ping was the other passenger. Near the Tung-tien Restaurant many cracker-bombs were thrown at the car. One struck his hat, but did not explode. He had to put up his hands to protect his eyes. He saw a small girl in front of the car and the driver tried to swerve to the left to avoid her.

The witness said the car suddenly shot forward, mounted the pavement, struck a glancing blow on the wall of a restaurant, and continued down the pavement; then crossed the road and struck the nullah wall.

Can you explain the car shooting forward?—I think the driver pressed his foot on the wrong lever.

Following his testimony, the Coroner and jury paid a visit to the scene of the accident.

Further evidence was heard this afternoon.

THEY MAKE YOU FEEL GOOD.

THE pleasant purgative effect of Chamberlain's Tablets and the healthy condition of body and mind to which they contribute, make one feel that living is worth while. For sale by all Chemists and Druggists.

THE DRY SEAS.

UNLUCKY AMERICANS.

MUST BE ABSTAINERS AFLOAT AND ASHORE.

American ships are American territory, says the *New York Times*. That is the main point of the opinion of Solicitor General and Acting Attorney General Fricson, holding that the Eighteenth Amendment follows the flag, and that consequently the forbidden juice cannot be sold on these strips of American territory when they are on the high seas or in foreign ports any more than when they are at the docks in America. From the layman's point of view, at least, the opinion seems sound. One may deplore but cannot pity the thirst which, possibly from some subtle working of the law of contrast, is generated in so many voyages on the deep. One doesn't have to go east of Suez to observe this regrettable fact. When the three-mile limit is passed the passengers who have been crying "Open, then, the door!" crowd into the smoking room. This evil custom must be stopped. There is no three-mile limit to the Eighteenth Amendment and the Volstead law. Americans must not be allowed to go down to the sea in ships for the purpose of violating the Constitution and the laws.

It is said that it will be hard to make American ships dry on the seas. The more merit in doing it. It is hard work keeping Americans from getting half seas over on land. Nevertheless prohibition must be enforced. Naturally there will have to be a large force of agents employed in this foreign service. Masters of vessels are too often unsympathetic. Consuls can only watch American ships in foreign ports; can't do much else if they do that. Undoubtedly there is a large class of persons who would like nothing better than to be travelling inspectors of ship smoking rooms. A delightful, easy life! One only fears that, in the agreeable language and disintegration of the severer morals which an ocean voyage nourishes, some or many of these prohibition peregriators will fall by the way and act on the theory that rum follows the flag. These laxities of human nature don't merit the notice of statesmen at Washington or at Westerville.

Some of the steamship men complain that if the proposed enforcement is applied to American passenger ships it will be a mortal stroke at their prosperity, their existence. They think that the majority of their passengers are mildly wet, and that these will be diverted to foreign lines. Even if this were the case, can they expect any sympathy from the lawmakers? On land or sea, in air or under ground, Americans must be total abstainers. Financial and commercial necessities must yield to the supreme moral necessity. Besides, if the majority of Americans are prohibitionists, they will prefer to travel on prohibition boats. If they don't, we must have law prohibiting them from travelling on wet ships.

A clean bill of health was returned for the Colony yesterday. Last week seven Chinese died from influenza, two from small pox, one from diphtheria, one from enteric fever, and two from cerebro spinal fever. In addition, four non-fatal cases of small pox, one Australian and the others Chinese, one of cerebro spinal fever, Chinese, one of paratyphoid fever, Portuguese, and one of enteric and paratyphoid fever, Chinese, were reported.

On the occasion of the Boy Scouts' rally held on January 8 last, a cable as follows was sent home to Sir R. Baden Powell congratulating him on his recent promotion to a baronetcy by His Majesty the King:—"Hongkong Boy Scouts assembled in their First Rally send congratulations to Chief Scout." The following reply has now been received by postcard—"R.M.S. Narkund" en route for India. Thank you most sincerely for your very kind congratulations on our good fortune.—Robert Baden Powell."

From Messrs. Noronha and Co., we have received a copy of "Trade and Shipping Returns for 4th Quarter 1920," compiled by the Statistical Branch of the Imports and Exports Department, containing full particulars of imports from and exports to all countries, showing the total quantity and the value in sterling for each commodity. The totals of each serial number for the Fourth Quarter of 1919 and 1920 are printed in parallel columns for purposes of comparison. There are 638 headings under which the Imports and Exports are classified, and there is an Index of these headings and of various minor articles of trade not considered sufficiently important to justify a separate classification. In addition to the above the book contains two Summaries, a statement of Transhipment Cargo on Through Bills of Lading, and Shipping Returns for the Fourth Quarter of 1919 and 1920.

DON'T RISK PNEUMONIA.

GET rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvellous. For sale by all Chemists and Druggists.

TO-DAY'S CABLES.

(Reader's Service to the China Mail)

LONDON CONFERENCE.

GREECE APPEALS AGAINST ALLIED EMBARGO.

ASIA MINOR PROBLEMS.

LONDON, February 21.

A communique states that the British, French, Italian, and Japanese delegates to the London conference held a preliminary meeting under the chairmanship of Mr. Lloyd George to consider questions of procedure. The meeting subsequently discussed arrangements for outvoters in the forth coming plebiscite in Upper Silesia and decided that both residents and outvoters should vote on the same day. The conference noted that the British Government had undertaken to place four battalions of troops at the disposal of the High Commissioner for this plebiscite.

LONDON, February 21.

The historic London conference opened this afternoon at St. James's Palace. The Japanese Ambassador attended. The military advisers were the first to arrive followed by eight Greeks and afterwards by a car load of British military experts. Then came Viscount Curzon, and Signor Storza, and later Mr. Lloyd George. Last came M. Briand and the French delegates and military experts.

LATER.

At the opening meeting the conference heard M. Calogeropoulos who set forth the Greek standpoint, urging the maintenance of the Turkish treaty and appealing for the removal of the Allied embargo which was preventing Greece from obtaining money abroad. Then Greece was prepared to clear out the Kemalists. A technical discussion followed regarding Asia Minor and Cilicia, in which M. Calogeropoulos and General Gouraud participated.

FRENCH DENY MILITARY PREPARATIONS.

PARIS, February 21.

A Havas message states: The War Minister has formally denied the report of military preparations and declared that all rumours in this connection are unfounded. It is reported that the intention of the United States to withdraw troops from the Rhineland remains unconfirmed.

LONDON, February 22.

The Angora delegation has arrived in London.

WHAT GERMANY MUST PAY.

LONDON, February 21.

Paris telegrams state that first estimates of the sums which Germany owes the Allies for reparation have been forwarded to the German Government by the Reparations Commission. According to the newspapers the estimates include the following claims:—Britain, excluding Dominions, 2,500, millions sterling for damages to property and persons and 7,500, million francs paper for allowances to soldiers' families; Italy, 218,542, millions francs paper; 33,000 million lire for damage to property and 88,000 million francs paper for damage to persons and pensions, and 128 million sterling for shipping losses; Belgium 34,000 million Belgian francs for damage to property and 2,500, million French francs for damages to persons and pensions; and Japan 700 million yen.

SEVERE SNOW STORM.

DRIFTS TEN FEET DEEP IN NEW YORK.

NEW YORK, February 22.

There has been the severest snowstorm in years. There are drifts from six to ten feet deep in many places. Trains were delayed for hours. There have been half-a-dozen deaths. Sixteen thousand men are employed snow shovelling. The new caterpillar tractors used for the first time to push snow ploughs efficiently cleared the principal thoroughfares.

LEAGUE COUNCIL.

CANADA PROPOSES SUPPRESSION OF CLAUSE TEN.

PARIS, February 22.

The Council of the League, which opened to-day, decided to invite Germany, Hungary, and Ecuador to send delegates to the communications and transit conference to be held at Barcelona on March 10. In the forefront of the agenda are eleven amendments to the Covenant, principally amplifying, except Canada's proposal to suppress Clause Ten.

BELGIAN DEBTS TO UNITED STATES.

WASHINGTON, February 22.

It is learned at the State Department that President Wilson is expected to recommend to Congress before March 4 that the United States be authorised to accept German bonds to be applied against the Belgians' debt to the United States in accordance with the understanding reached at the peace conference by which Britain, France, and the United States agreed to accept German bonds in lieu of Belgian obligations.

SUPPLEMENTARY ESTIMATE.

CIVIL SERVICE AND REVENUE DEPARTMENT GRANTS.

OVERSEA'S SETTLEMENT.

LONDON, February 21.

The supplementary estimate of £9,352,000 for the year ending March 31 for Civil Services and Revenue Department, includes the following additional expenditures:—£250,000 for the Colonial Office, of which £195,000 is for overseas settlement; £30,000 for stamp duty payable by the United Kingdom on the indenture for conveyance of the property of the Board Pacific Phosphate Company in Nauru and the ocean islands to the Board of Commissioners; £15,000 for oil exploration in Papua; £1418,000 for the Irish Constabulary; £31,000 for prisons in Ireland; £162,000 for pensions; £50,000 for the Government's contribution to fighting typhus in Poland; £1,000,000 for unemployment grants by local authorities; £2,572,000 for this Post Office, of which £570,000 is for the purchase of a trans-Atlantic cable.

A WONDERFUL SCALE.

NEW INSTRUMENT FOR OXFORD UNIVERSITY.

STOCKHOLM, February 21.

Oxford University has ordered a new instrument evolved by Messrs. Petersen and Stromberg, professors at Gothenburg and Stockholm Universities, respectively. The instrument is called the microscale and weighs three millionths of a milligram.

BOLSHEVIKS INVADE GEORGIA.

BRITISH CRUISER STANDING BY AT BATUM.

CONSTANTINOPLE, February 21.

A message from Georgia states that details are scanty but it is known that Soviet troops are within eight miles of Tiflis, telegraphic communication with which has been interrupted. The Georgian legation denies reports of the fall of the town. The first Russian of Georgian refugees has arrived. The British cruiser "Cardiff" (Rear-Admiral Tyrwhitt) is standing by at Batum.

DAIRY FARM NEWS.

FROZEN SMOKED FISH

"New shipment ex S.S. Glenamoy"

SELECTED FILLETS,
 FINNAN HADDOKS,
 SELECTED KIPPERS.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

FOR THE RACES

NEW GOODS

WHITEAWAY'S

SEE OUR WINDOWS

FOR LADIES

NEW MILLINERY,
 NEW RIBBONS,
 NEW FLOWERS,
 NEW OVERCOATS,
 NEW COSTUMES,
 NEW CORSETS.

FOR GENTS

NEW FELT HATS,
 NEW SHIRTS,
 NEW PYJAMAS,
 NEW TIES,
 NEW GLOVES,
 NEW HANDKERCHIEFS.

WHITEAWAY, LAIDLAW & CO., LTD.
 HONGKONG.

TO-DAY'S CABLES.

(Reader's Service to the China Mail)

HARDING'S CABINET.

TWO MORE APPOINTMENTS MADE.

WASHINGTON, February 21.

It is announced that Mr. Fletcher, whose appointment as Ambassador to Tokyo was considered possible, will now become Mr. Harding's Assistant Secretary of State.

ST. AUGUSTINE, February 21.

Mr. Harding has announced that Mr. Harry M. Daugherty of Ohio (Harry K. Daugherty of Pennsylvania) will be Attorney-General.

MOTOR PROSECUTIONS.

RECKLESS DRIVING.

CHINESE DRIVER FINED.

"There were no people about, so I went a little faster," was the plea entered by the driver of motor car No. 185 when charged before Magistrate Lindsell this morning with reckless driving in Wongneichong Road on the 11th inst.

Inspector Garrod said that he was riding in Sergeant Alexander's side car on the day in question when he saw the defendant coming from the opposite direction, tearing along the road at fully 25 miles an hour. As soon as the defendant saw witness he pulled up, in action which proved he was aware that he was doing wrong. The defendant's pace was dangerous for that particular spot on the road. Immediately off Wongneichong village, where no fewer than three accidents had occurred recently, all through reckless driving. The road was not particularly busy at the time, but it was not

empty. The only reason witness could advance for the defendant's furious pace was that the latter wanted to "swank," as he had several good looking young ladies in the car at the time.

The Magistrate imposed a fine of \$20.

The Kowloon branch of the Dragon Motor Garage was summoned for leaving six cars unattended outside the garage.

Inspector Spear said that when he had waited for half an hour, and no attempts were made to move the cars, he spoke to a Chinese attendant who then had the cars removed. The witness had previously cautioned the same people for a similar offence.

Mr. A. A. Wilson, of the Dragon Motor Company, said that at the time, namely after 9 p.m., the road was not busy. They were moved from the garage in order that wood might be carried in. There was no intention of leaving the cars out longer than necessary, and there was a man outside the garage attending the cars. He submitted that the offence was a technical one, and asked that the case be dismissed.

The Magistrate treated the matter leniently, imposing a fine of \$2 for each car.

BATTLE OF JUTLAND.

(Continued from Page 3.)

the rear of the Battle Fleet for the night. At 3.30 a.m. "Champion" was engaged for a few minutes with four enemy destroyers. "Moresby" reported four ships of Deutschland class sighted at 2.35 a.m., at which she fired one torpedo. Two minutes later an explosion was felt by "Moresby" and "Obdurate." On investigation I find "Moresby" was in station with "Obdurate" as the strange vessels were sighted by "Champion" and "Obdurate," who took them to be some of our light cruisers. This was impossible, and it is very much to be regretted that "Champion" did not take steps to identify them. If, as was probable, they were the enemy, an excellent opportunity was missed for an attack in the early morning light. More important, still, a portion of the enemy might have been definitely located.

CAPTAINS' REPORTS.
The following interesting extracts are obtained from captains' reports:—
Colossus.—Generally speaking, the action, from the point of view of this ship, was the most tantalizing one, as the presence of the enemy was obvious from the flashes of his guns, but only for a short period did an opportunity occur of getting into action with any of the enemy's capital ships.

Bellona.—Could not understand the action of certain of our four-funnelled cruisers. They seemed to me to be not only uselessly exposing themselves to the enemy's heavy ships, but also getting in the way of our torpedo boats and hampering our line with their smoke.

Collingwood.—An enemy battle cruiser appeared on our starboard beam. She presented a clear target, range about eight thousand yards and fire was shifted to her. Unfortunately the guns were loaded with lyddite common shells. She was struck at once by two salvoes, which started fires and silenced all but her fore turret.

Vice-Admiral Jellicoe (Second Battle Squadron).—About 9 p.m. I negotiated an attack with "Whitehead" torpedoes ordered by Caroline, as I was certain that the vessels seen on our starboard beam were our own battle cruisers.

Rear-Admiral Duff (Fourth Battle Squadron).—The enemy had much to be thankful for the weather conditions, which it seems to me alone saved him from being cut off from his base, and denied the British Fleet the satisfaction of fighting a decisive battle.

"Lion" (Beatty's flagship).—The ship was hit altogether twelve times by enemy heavy shell.

Rear-Admiral Napier (Third Light Cruiser Squadron).—A destroyer (query "Acasta") passed close, in a disabled condition, soon after 6 p.m. She apparently was able to struggle ahead again, and made straight for the "Derfingier" to attack her. The incident appeared to be so courageous that it seemed desirable to investigate it further, as I am unable to be certain of the vessel's identity.

Two German cruisers eventually sighted an unknown small number of British ships ahead of them. Both Germans switched on top searchlights and opened up a very rapid and accurate independent fire on a light cruiser. She replied, but was soon in flames fore and aft. The enemy after five minutes ceased fire and switched off.

GERMAN COMMANDER'S REPORT.
An appendix to the despatches gives the report of Admiral Von Scheer, Commander-in-Chief of the German High Sea Fleet, to the Kaiser, extracts from which were published in America a few weeks ago, and reproduced in Britain. In this he says:—

"Two operations were prepared, one an advance in a north-westerly direction against the English coast, the other an advance in northerly direction into the Skagerrack. The latter he regarded as less dangerous, owing to the cover against surprise afforded by the Jutland coast and distance from the enemy's bases. The first proposal was abandoned owing to the unfavourable weather prevailing on May 30. The plan of operation was for scouting groups of vessels to carry out a cruiser and commerce warfare in the Skagerrack. In the late afternoon and night of May 31, and to show themselves off the Norwegian coast so that the British would receive news of the operation. The main fleet was to leave later, and meet the scouting forces on the morning of June 1. Three or four hours after the scouting forces left news was received of the sighting of British vessels, but the Germans did not modify their plans, hoping that they might succeed in bringing a part of the British fleet into action. The Germans gave chase, but in the afternoon, found themselves faced by Beatty's fleet. The German admiral then describes the battle, and says that his main fleet appeared on the scene just in time to bring help to the scouting forces which were engaged with the enemy in considerably superior strength. He declares that the task of the main fleet was to endeavour to cut off the premature retreat of the enemy, and he says that the course when the approach of another British squadron was reported. This necessitated his altering the course back to the north. "At 7.20," he says, "I

SEAMEN'S DESERTION.

WHOLE CREWS ENTICED ASHORE.

CRIMPING AND "BLOOD MONEY."

United States law countenances and even encourages the desertion of foreign seamen in the United States, the binding agreement a seaman enters into when he signs articles in his own country being regarded as of no account. The extraordinary state of affairs to which this has led was described to a Press representative by the first mate of a British tramp steamer, recently returned to England from American waters.

"Nowadays, practically everybody deserts as soon as we get to the States," he said. "Take the last voyage before this one—last August. We sailed from the Tyne for Hampton Roads for orders. Almost as soon as we touched Baltimore nearly all hands beat it ashore. Apart from officers and engineers, out of 35 hands only one seaman and three firemen were left—and they only stayed on condition they were put on American wages.

"By this U.S. law a man can demand half the wages due to him as soon as we touch. If the captain refuses, the man can compel him to pay him off. But as most of them have had half a month's pay on their advance note on signing on in England, there isn't much coming to them after the sixteen or eighteen days across. They either go without worrying about a day or two's pay, or put the matter in the hands of a landlark lawyer. He approaches the captain through the agents, and invariably the agents and British Consul advise the captain to pay him off. There's not a dog's chance of getting satisfaction out of the Courts.

"When a ship is ready to sail the master has to get a crew from the local shipping and boarding house master—it's the old crimping business all over again, as bad as Frisco used to be. The crimp can't demand so much a man, but he comes to the master and says, 'This man owes me two hundred dollars,' and the master has to pay.

"It's the blood-money that's at the bottom of all this trouble. 'The substitutes we have to sign on over in the States get American rates of pay, and a guarantee that they will either be paid off in America or shipped back as second class passengers on pay the whole time. 'Last voyage, from the Tyne again, all hands were put on American wages. Even then all the seamen deserted at Baltimore.

"A lot of the British seamen who desert sign on in U.S. ships, and the substitutes we get are mostly foreigners. Our men after they've deserted are rather afraid of returning to England, but they'll go to the Continent. 'The Seamen's Union say they want to see all ships manned by Britishers; well, they could help to get that if they would stop the desertion.

"There's a lot of discontent amongst the officers; they are getting less pay than the men get with their American wages. Last voyage the boat's and cook were getting 95 dollars a month, with 60 cents an hour overtime. That was more than I was getting; I'm clearing out. A mess-room boy, a month or two at sea, had 70 dollars a month—more than the third officer.

"This is not only my personal experience; nearly everybody who has been in U.S. ports lately will tell you the same."

was under the impression that as the enemy was succeeding in escaping, and therefore issued an order to the senior officer of the scouting forces and therewith the permission to all vessels for the general chase," but he adds "as a matter of fact the senior officer of scouting forces had been outflanked by the enemy's battle-cruisers and light forces. By the time he received the order and under their pressure was forced to turn to the north."

In his conclusions the admiral said, "The large war vessel battleship and cruiser is, and remains, the foundation of sea power, and should be further developed by enlarging the calibre of the guns, increasing the speed and perfecting the armour above and below water." And then, reporting to the Kaiser that the High Sea Fleet would be ready for further battles by the middle of August, he added, "Should the future operations take a favourable course it may be possible to inflict appreciable damage on the enemy, but there can be no doubt that even the most favourable issue of the battle on the high seas will not compensate for the loss of the British fleet. The German admiral then describes the battle, and says that his main fleet appeared on the scene just in time to bring help to the scouting forces which were engaged with the enemy in considerably superior strength. He declares that the task of the main fleet was to endeavour to cut off the premature retreat of the enemy, and he says that the course when the approach of another British squadron was reported. This necessitated his altering the course back to the north. "At 7.20," he says, "I

under the impression that as the enemy was succeeding in escaping, and therefore issued an order to the senior officer of the scouting forces and therewith the permission to all vessels for the general chase," but he adds "as a matter of fact the senior officer of scouting forces had been outflanked by the enemy's battle-cruisers and light forces. By the time he received the order and under their pressure was forced to turn to the north."

In his conclusions the admiral said, "The large war vessel battleship and cruiser is, and remains, the foundation of sea power, and should be further developed by enlarging the calibre of the guns, increasing the speed and perfecting the armour above and below water." And then, reporting to the Kaiser that the High Sea Fleet would be ready for further battles by the middle of August, he added, "Should the future operations take a favourable course it may be possible to inflict appreciable damage on the enemy, but there can be no doubt that even the most favourable issue of the battle on the high seas will not compensate for the loss of the British fleet. The German admiral then describes the battle, and says that his main fleet appeared on the scene just in time to bring help to the scouting forces which were engaged with the enemy in considerably superior strength. He declares that the task of the main fleet was to endeavour to cut off the premature retreat of the enemy, and he says that the course when the approach of another British squadron was reported. This necessitated his altering the course back to the north. "At 7.20," he says, "I

under the impression that as the enemy was succeeding in escaping, and therefore issued an order to the senior officer of the scouting forces and therewith the permission to all vessels for the general chase," but he adds "as a matter of fact the senior officer of scouting forces had been outflanked by the enemy's battle-cruisers and light forces. By the time he received the order and under their pressure was forced to turn to the north."

In his conclusions the admiral said, "The large war vessel battleship and cruiser is, and remains, the foundation of sea power, and should be further developed by enlarging the calibre of the guns, increasing the speed and perfecting the armour above and below water." And then, reporting to the Kaiser that the High Sea Fleet would be ready for further battles by the middle of August, he added, "Should the future operations take a favourable course it may be possible to inflict appreciable damage on the enemy, but there can be no doubt that even the most favourable issue of the battle on the high seas will not compensate for the loss of the British fleet. The German admiral then describes the battle, and says that his main fleet appeared on the scene just in time to bring help to the scouting forces which were engaged with the enemy in considerably superior strength. He declares that the task of the main fleet was to endeavour to cut off the premature retreat of the enemy, and he says that the course when the approach of another British squadron was reported. This necessitated his altering the course back to the north. "At 7.20," he says, "I

BANKS.

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

CAPITAL ... U.S. \$ 4,000,000
RESERVE FUNDS ... U.S. \$ 1,459,000

HEAD OFFICE: NEW YORK
BRANCH: SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT: SHANGHAI.

BRANCHES: CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

THE CARE OF THE BABY

is every good mother's first consideration, and often enough she is so worried by the little one's aches and ills that she does not know which way to turn to find relief.

To every mother Baby's Own Tablets, the Canadian children's remedy, are a real friend. They gently regulate the bowels and stomach, break up colds and simple fevers, expel worms, cure vomiting and indigestion, and make teething easy. They promote calm, natural sleep, good appetite and regular development, are equally helpful to infants and children of all ages.

Baby's Own Tablets are obtainable from chemists, or post free at 60 cents the retail from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

KEATING'S
all killed by
BRITISH MADE

HONGKONG STOCK EXCHANGE.

HONGKONG, 22nd FEBRUARY, 1921.

OFFICIAL QUOTATIONS

11 A.M.

Sterling Exchange 2 1/4 T. T.

Hongkong Bank \$758 b. 790 ca.

East Asia Bank \$114 1/2 b.

Mandarin Insurance \$145 b.

North China Insurance \$1183 b.

Union Insurance \$348 b. 250 ca.

Yankee Insurance \$224 b.

Far Easterns \$220 b.

FREE INSURANCES.

China Fire Insurance \$125 b.

Hongkong Fire Insurance \$120 b.

SHIPPING.

Douglas \$87 1/2 b.

H. K. Steamships \$24 1/2 b. 25 ca.

Indo-China (Prof.) \$25 b.

Do. (Def.) \$30 b. H. K. R.

Shell Transport \$169 1/2 b.

Star Line \$124 b.

REFINERIES.

China Fuqua \$233 b. 250 ca.

Malacca Sugar \$50 b.

MINE.

Kailan Mining Adm. \$55 1/2 b.

Langkai \$114 1/2 b.

Shanghai Loan \$114 1/2 b.

Shah Explorations \$114 1/2 b.

Baube \$114 1/2 b.

Timok Mines \$114 1/2 b.

Ural Caspian \$114 1/2 b.

DOCKS, WHARVES, GODOWNS, &c.

H. & E. Wharves \$114 1/2 b.

H. & W. Docks \$114 1/2 b.

Oriental \$114 1/2 b.

New Engineering \$114 1/2 b.

LANDS, HOUSES & BUILDINGS.

Central Estates \$114 1/2 b.

Hongkong Hotels \$114 1/2 b.

Hongkong Lands \$114 1/2 b.

Hampshire \$114 1/2 b.

Kowloon Lands \$114 1/2 b.

Land Reclamations \$114 1/2 b.

West Point \$114 1/2 b.

CORPORATE.

Ewo Cotton \$114 1/2 b.

Kung Yik \$114 1/2 b.

Loon Kung Mow \$114 1/2 b.

Oriental \$114 1/2 b.

Shanghai Cotton \$114 1/2 b.

Yangtzeopore \$114 1/2 b.

MISCELLANEOUS.

Cement \$114 1/2 b.

China Tobacco \$114 1/2 b.

China Lights \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$114 1/2 b.

China Leather \$114 1/2 b.

China Rubber \$114 1/2 b.

China Glass \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$114 1/2 b.

China Leather \$114 1/2 b.

China Rubber \$114 1/2 b.

China Glass \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$114 1/2 b.

China Leather \$114 1/2 b.

China Rubber \$114 1/2 b.

China Glass \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$114 1/2 b.

China Leather \$114 1/2 b.

China Rubber \$114 1/2 b.

China Glass \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$114 1/2 b.

China Leather \$114 1/2 b.

China Rubber \$114 1/2 b.

China Glass \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$114 1/2 b.

China Leather \$114 1/2 b.

China Rubber \$114 1/2 b.

China Glass \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$114 1/2 b.

China Leather \$114 1/2 b.

China Rubber \$114 1/2 b.

China Glass \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$114 1/2 b.

China Leather \$114 1/2 b.

China Rubber \$114 1/2 b.

China Glass \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$114 1/2 b.

China Leather \$114 1/2 b.

China Rubber \$114 1/2 b.

China Glass \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$114 1/2 b.

China Leather \$114 1/2 b.

China Rubber \$114 1/2 b.

China Glass \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$114 1/2 b.

China Leather \$114 1/2 b.

China Rubber \$114 1/2 b.

China Glass \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$114 1/2 b.

China Leather \$114 1/2 b.

China Rubber \$114 1/2 b.

China Glass \$114 1/2 b.

China Paper \$114 1/2 b.

China Tea \$114 1/2 b.

China Wine \$114 1/2 b.

China Sugar \$114 1/2 b.

China Oil \$114 1/2 b.

China Cloth \$114 1/2 b.

China Metal \$1

